

LIGHTING SYSTEMS FEATURE OF SHOW

Auto Exhibition in Grand
Central Palace Will
Illustrate Progress.

ILLUMINATION FIT FOR FAIRY PALACE

At Least Such Is Description of
Lamps in Latest Model
Closed Cars.

One of the noticeable points of difference between the civilized man and the savage is that the civilized man makes use of artificial lighting. Indeed, artificial illumination and progress seem to move hand in hand.

At the fifteenth annual National Automobile Show, in Grand Central Palace, January 2 to 9, there will be noted one decided progress in the matter of lighting systems for motor cars.

The development of these features of automobile industry has been truly startling during the last few seasons.

The incandescent light of little more than a dozen years ago was reliable and serviceable. But it was more or less messy and never gave sufficiently brilliant illumination.

The introduction of acetylene gas as a lighting source, following the commercial production and distribution of calcium carbide, gave the lighting problem a new phase.

Night driving became a pleasure because the road ahead could be made almost as light as day. Five lamps were furnished as car equipment, two of these being acetylene headlights and the balance oil lamps. Then came illumination by storage battery current for side lamps and tail lamps. It was about 1890 that the first American automobile was fitted with an electric lighting system.

With the present lighting system, however, a system which became modified and improved upon to a point where nowadays no manufacturer would attempt to market automobiles without an electric lighting system.

Especially in the inclosed vehicles to be exhibited at the show will the lighting feature be noted as an attractive one. They are more beautifully illuminated inside than a railway car. Overhead lights for general lighting, corner lights for reading or map study, stop lights that turn on at the door opens and show one where to place his foot without stumbling, trouble bulbs on the end of a portable cord, or operated by a separate battery; single lights which indicate to other street users which way the car will turn, gauge lights, and last, but not least, beautiful and powerful searchlights—all these will be seen on the new cars.

With a view to making motoring safe and at the same time increasing automobile courtesy, a number of makers are providing systems which make possible the dimming of one's headlights upon approaching a vehicle coming in the opposite direction, or in an unlighted country road. It is not only unpleasant but dangerous to pass a car whose head lamps are so bright that they blind the driver's eyes.

The day is coming when dimming one's headlights will be considered an act of ordinary courtesy, just as to-day a motorist tries to avoid puddles so as not to splash vehicles and pedestrians who may be passing. Most of these headlight dimming devices are really simple in construction and add very little complication to the car's mechanism.

FIRE MARSHAL IN GARAGE CONFERENCE

Both Sides Make Concessions at
Hearing on Proposed
Requirements.

A conference held last Wednesday in Albany by the State Fire Marshal and the officers of the Automobile Trade Association of New York State, considerable progress was made in harmonizing the views of the state authorities and of the trade interests regarding the new regulations covering garage men.

R. H. Johnston submitted a detailed analysis of the proposed regulations, pointing out the specific objections of the automobile men, and these objections were discussed at length.

In a number of cases the Fire Marshal agreed to make the desired changes. On the other hand, the garage interests accepted a considerable number of the proposed regulations.

As to the questions regarding which an agreement could be reached, the Fire Marshal requested the counsel of the association, Charles Thaddeus Terry, to submit a draft of regulations which would embody the garage men's views.

It was further agreed that no step should be taken toward putting into effect the new regulations until these regulations had been discussed and agreed upon by the Fire Marshal and the Automobile Trade Association.

SPORTSMEN RALLY FOR COMING SHOW

Leading Explorers and Hunters
Form Committee in Aid
of Exhibition.

Indications of a revival of interest in New York's annual Sportsman's Show are daily arising from hunters, guides, trappers and other sportsmen.

Captain J. A. H. Dressel, originator of sportsman's shows in 1895, who is busy organizing his next exhibition, to be held February 20 to 27, at the New Grand Central Palace.

Twenty-five leading American explorers, big game hunters, geographers, naturalists and photographers of wild life who are interested will serve as the honorary auxiliary committee for the welfare and perpetuation of the exhibition. Among the members are William Wallace, of Beacon, N. Y., and Anthony Pils, who believes that New York's original Sportsman's Show should serve as an annual rendezvous and rallying point for Americans of achievement in the fields represented by the committee.

Mr. Pils, when he meets his fellow sportsmen at the Palace, will be ready to show them a new sleeping bag, map making device and other things he has designed to make life in the trackless wild a little more comfortable.

The show is going to have a variety of other features. R. B. Baker, of Round Top, Greene County, N. Y., will send as a loan exhibit a young black bear he captured on Black Head Mountain, which he has named Schuylkill because of the animal's resemblance to the state's mascot.

He is so gentle that they can safely be left as children's playmates in a kindergarten.

DE PALMA IN BIG RACE

Sends His Entry for Speed-
way Contest at Indianapolis.

Indianapolis, Dec. 12.—With the contest still six months away, four entries are already lined up for the next Indianapolis 500-mile race, the last to register being Ralph De Palma, America's road-racing champion, with his Grand Prix Mercedes. Through his backer, E. C. Patterson, De Palma made his entry this week, desiring to be as close to the front of the list as possible, because of the Hoosier elimination trials, which take place in the inverse order of nomination each year.

Though defeated at Corona, De Palma has great hopes of capturing the Indianapolis classic, since, out of all the machines that raced in the Western contest, his was practically the only one conforming to the new 500-mile specifications. Measuring well under 300 cubic inches, the limit prescribed by the speedway management, and tested in over 1,500 miles of actual racing, he thinks it is ideally suited for the task.

The fact that automobile dealers generally are reluctant to take delivery of cars during the winter months is due to the lack of co-operation on the part of the financial interests of the country in giving dealers ample bank accommodation, according to A. G. Seiberling, general manager of the Haynes Automobile Company, Kokomo, Ind.

In a recent article Mr. Seiberling calls this subject to the attention of every enterprising automobile dealer. He says:

"The activity of the dealer in automobiles is seriously hampered, due to the general antipathy on the part of bankers to grant dealers accommodation whereby the latter may warehouse cars during the winter months and thus be in a position to make prompt spring deliveries.

"Under existing conditions, the dealer in automobiles is active in the sale of machines from early spring until about the middle of November. Each and every car shipped from the factory finds a ready market during the winter months.

"Now, in so far as the dealer is concerned, that which troubles him is to secure enough cars from the factory to enable him to fill his spring orders promptly. He himself is not always able to 'store' the required number of cars during the winter, when cars are plentiful, and thus he is to a great extent wholly dependent upon the manufacturer making shipments of cars as required.

"What is the situation in so far as the manufacturer is concerned? Factories are actually working overtime during spring, summer and early fall, keeping the dealer supplied with cars, but in this way the dealer ceases in the late fall, the manufacturer must of necessity curtail his production. Thousands of mechanics are thereby thrown out of employment and their services are not required until the resumption of business in the spring.

Then the manufacturer faces the problem of having 'too many orders.' Dealers and their customers become impatient over the late delivery of cars, cancellations follow as a matter of course, and general dissatisfaction permeates throughout the entire selling end of the industry as well as among thousands of automobile purchasers.

The remedy suggested by A. G. Seiberling is that bankers should advance the local dealer a certain percentage of the list price of each car, taking the car as security, and thus protect the dealer on spring delivery. In this way the dealer could order cars shipped from the factory during the winter months when cars are plentiful, and thus effect an arrangement in which the banker, dealer and manufacturer could all participate to advantage.

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FIVE STARS OF THE BASEBALL WORLD WHO

WILL BE SEEN IN NEW ORBITS NEXT YEAR



JOHNSON

MAY POSTPONE CHESS CONGRESS

Death of Miss Foot Causes
Women to Consider a
Change in Plans.

Whether or not the Women's Chess Congress will open on January 11, as originally intended, depends upon the action of the members of the Women's Chess Club, who will hold a meeting this week. Owing to the death of President Miss Elizabeth Campbell Foot, it is thought by some of the members of the club that the proposed congress should be postponed to the spring of next year.

From the summary of the results of the third round in the championship tourney of the Metropolitan Chess League, it will be seen that some remarkable results were reached. Brooklyn, although playing away from home, won seven victories against North Jersey, at Hoboken, and will probably also win the eighth game, which stands adjourned. The Newark River men whitewashed the Ocean Hill Chess Club, and the Manhattanists just beat the Lyceum men. The other results were expected.

The summary of the matches follows:
Manhattan C. C. 4½ Ocean Hill C. C. 3½
Brooklyn C. C. 4½ North Jersey C. C. 3½
Providence C. C. 4½ Wash. Hts. C. C. 1
Newark River C. C. 8 Ocean Hill C. C. 6
Staten Island C. C. 6 Queens' G. C. 3
Columbia University C. C. had a bye.

The record to date:
Manhattan 10 W. 1 Ocean Hill 4 W. 1
Brooklyn 10 W. 1 North Jersey 4 W. 1
Providence 10 W. 1 Wash. Hts. 1 W. 1
Staten Island 10 W. 1 Queens' G. 1 W. 1
Newark River 2 W. 1 Columbia U. C. 0 W. 1
Washington Hts. 1 W. 1

German exchanges to hand state that 216 members of the German Chess Association have gone to the front. Of these, fourteen are reported to have been killed and twenty-one wounded, while eleven were decorated with the Iron Cross by the German High Command. The front command from all parts of Germany, thirty-two cities being named as their places of residence.

One of the most remarkable games of the series played in the Western championship tourney at Memphis was the one between G. H. Wolbrecht, a former Western champion, and V. Alderson, the former being able to announce a mate in five moves after only fourteen moves had been made.

The score follows:
WHITE: BLACK: WHITE: BLACK:
Wolbrecht, A. Alderson, W.
1-P-K4 P-K4 1-K-R3 R-Kt5
2-K-K3 K-K3 2-K-B3 R-Kt5
3-B-K5 K-B5 3-B-K5 R-Kt5
4-Castles K-K 4-Q-Q4 P-K4
5-P-Q4 P-Q4 5-P-Q4 P-K4
6-K-K3 K-K3 6-K-K3 R-Kt5
7-Kt-K3 R-Kt5 7-Kt-K3 R-Kt5
8-Kt-K3 R-Kt5 8-Kt-K3 R-Kt5
9-Kt-K3 R-Kt5 9-Kt-K3 R-Kt5
10-Kt-K3 R-Kt5 10-Kt-K3 R-Kt5
11-Kt-K3 R-Kt5 11-Kt-K3 R-Kt5
12-Kt-K3 R-Kt5 12-Kt-K3 R-Kt5
13-Kt-K3 R-Kt5 13-Kt-K3 R-Kt5
14-Kt-K3 R-Kt5 14-Kt-K3 R-Kt5
15-Kt-K3 R-Kt5 15-Kt-K3 R-Kt5
16-Kt-K3 R-Kt5 16-Kt-K3 R-Kt5
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